



TRANSPORTATION COMMITTEE MEETING April 30, 2014 Minutes

Members Present:

Howard Pizzo, Karen Mojica and Dennis Fedewa

Staff Members Present:

Richard Watkins, Jen Roberts and Mark Graham

Guests Present:

Blair Ballou, Eric Hannahs and Darrell Tennis

1. Call to Order:

Meeting was called to order at 1:05 p.m.

2. Public Comment:

N/A

3. Set/Adjust Agenda:

Dennis Fedewa made a motion to add the resolution from Commissioner Spence the Eaton County Board of Commissions Resolution that failed to the agenda. Howard Pizzo supported this motion. Motion carried.

4. Set/Adjust March 11, 2014 Minutes:

Dennis Fedewa made a motion to approve the March 11, 2014 minutes as presented. Karen Mojica supported this motion. Motion carried.

5. St. Joe Highway:

Richard Watkins provided an update to the committee members as follows:

- The Township road survey has not been started due to rainy conditions.
- He has driven St. Joe and the worst spot is over the creek.
- The Eaton County Road Commission will be doing work on St. Joe from Canal to Creyts Road in 2016 (mill and overlay), which is on the TIP.
- In 2015 the Eaton County Road Commission will be doing work from Canal to Marketplace, not including anything on the I-96 bridge overpass.
- Current TIP includes 2014, 2015, 2016, and 2017.

A discussion ensued on the definition of road reconstruct, mill and overlay, and how long a road lasts depending on what is done to a road.

Eric Hannahs stated the Eaton County Road Commission is not doing anything to the I-96 bridge overpass on St. Joe, and that they can pave shoulders west of the I-96 bridge overpass. It will be difficult to pave shoulders on east side of the I-96 bridge overpass due to all of the driveways.

Blair Ballou stated that Creyts and St. Joe Highway is Eaton County's busiest intersection, with 15K on Creyts and 23K on St. Joe Highway.

Dennis Fedewa made a motion that the Transportation Committee recommend to the Township Board that in the Eaton County Road Commission schedule for repaving St. Joe, specifically from Marketplace to Creyts Road consideration be given to the Township's Complete Street philosophy and ordinance, and any options they come up with including bike lanes. Karen Mojica seconded this motion. All agreed. Motion carried.

6. Eaton County Road Commission (ECRC):

Blair Ballou handed out a package labeled "Asset Management," which was distributed at the Eaton County Michigan Township Association meeting six weeks ago, and shared the following information:

- Over time the quality of pavement deteriorates
- Totally failed road, example is Sloan Highway south of Lansing Storage, no pavement, patching with gravel not asphalt
- Pacer Road Rating System used, which has a 10 point scale
- Last fall Eaton County Road Commission rated and ranked all paved roads, not just primary roads as in prior years
- \$130 million primary road resurfacing needed as of last September, which the county does not have
- \$28 million local road resurfacing needed
- ECRC proposing a millage to resurface all local roads in poor or fair condition
- Assumed paved road resurfacing estimate 27 ft. wide, curb and gutter, includes 140K miles urban and 95K mile rural (Upton, Nixon, etc.)
- ½ of ECRC roads in count are gravel, approximately 500 miles
- Millage is to resurface the gravel roads and apply chloride
- Surface treatment details

Dennis Fedewa asked if costs were figured on all roads being resurfaced in one year, which Blair responded "yes." Blair also stated that they assume roads currently rated as "good" will not be resurfaced in the next 10 years, and that "fair" roads will become poor and resurfaced in this 10 year period.

Blair Ballou indicated that once you get all of the roads to the "good" category you can use cheaper maintenance, such as chip seal, rather than asphalt overlay. FOG sealing – spray emulsion on roadway with no color aggregate, similar to driveway sealer. It cost about \$1500 – \$2K per mile, and only lasts three years, but preserves the pavement.

Darrell Tennis stated that Asset Management is State Law now. What do you do with the worst roads that are already poor? With Asset Management you delay poor roads as long as

possible, but ultimately you must do something for safety reasons. The State is raising money for local road resurfacing, they are raising money for “economic” roads, which carry a lot of goods and products – they call it the “Commercial Corridor Fund,” the extra money wouldn’t go into the Act 51 Fund. The percentage is much higher for the monies that go for “economic” roads.

Blair Ballou stated that the Windsor Glenn subdivision assessed themselves– Roads built in 1960’s, so deteriorated (Bishop and Creyts intersection) that Realtors wouldn’t list their homes.

- Citizens assessed themselves, ECRC repaired curbs and gutters and catch basins, milled top 2” and put 3” back.
- Three year assessment on per homeowner at approximately \$2,500/property, half paid off initially.

Darrell Tennis stated that the difficulty with this method is that all of the streets in the subdivision have to go to hell at the same time.

Richard Watkins asked how ECRC responds to State windfall dollar questions.

Darrell Tennis indicated that the State money isn’t going to local roads. Local roads have already been a “poor orphan,” even if they gave us Act 51 money we can’t give a total fix.

Richard Watkins asked “What if the State comes up with a couple million extra for local roads?”

Blair Ballou – The extra money would go to primary roads.

Darrell Tennis – Cities like the millage program, the ECRC is pushing it, not the City Council.

Richard Watkins – If we reconstruct a road, and Delta provides the 20% match, will we benefit from this program?

Blair Ballou – The first year of the program we’re going to do 10% of the roads. It doesn’t save the ECRC any money, so there would be no savings.

Richard Watkins – Will we still have the ECRC/Delta matching program?

Darrell Tennis – If the millage passes, the matching would end.

Blair Ballou – There still could be a matching program for other road issues.

Richard Watkins – Delta would save on chloride applications.

Blair Ballou – ECRC would fund two chloride applications, but you sometimes want three.

Darrell Tennis – ECRC passed Resolution last Tuesday asking County Board to put the millage on their agenda, and stated the following:

- Eaton County Sub-Committee supports
- Public Works Committee to review
- Full County Board hasn't taken a position
- County Board will discuss in May and June
- Wouldn't be on ballot until August
- Eaton County Road Commission hopes for a County Board decision in June

Howard Pizzo – In order to maintain a good quality of life we need good roads.

Darrell Tennis – Good roads stimulate economic development. The millage will raise 52 million over ten years, municipalities will get \$10 million. If millage is raised in the City, the money will stay in the City. ECRC will meet with all of the municipalities for the road millage.

Richard Watkins – What would the ECRC want Delta Township to do from here?

Darrell Tennis – Please talk about this information to your County Commissioner regarding the millage. He would like to see an endorsement from Delta Township Board on the millage. The Grand Ledge School Board millage is next week, and will be over first. Other public bodies seeking a future millage could oppose. The Farm Bureau has been against road millages. ECRC is on their own, can't ask for a millage, only the County.

Dennis Fedewa suggested taking this to a Board meeting.

Richard Watkins suggested that we wait to have Township Board discussion until after the May 14th initial County Commission meeting discussion. All agreed.

7. Commissioner Spence's Resolution

Dennis Fedewa stated that he supports Spence's proposal to the Eaton County Board regarding EATRAN.

Howard Pizzo – EATRAN put off any discussion regarding Spence's Proposal. EATRAN views CATA's offer as final, with no further negotiations.

Dennis Fedewa – Should Delta Township consider formally withdrawing from EATRAN?

Richard Watkins – We could withdraw from EATRAN, but we're still subject to the County millage. There are seven EATRAN members who established it. We joined EATRAN to get County Representation.

Dennis Fedewa asked if Delta Township ever paid CATA a millage.

Richard Watkins – Delta never paid CATA a contractual amount. Delta withdrew from CATA over thirty years ago. He then stated that he would contact CATA to see if Delta ever paid a millage, and that he thought the Tri-County grant will focus on a regional transit system. This grant program has to be completed this year, so it will go quickly.

Howard Pizzo suggested that a progress report be made on a monthly basis to the Committee with how the grant program is going, and stated that the EATRAN Board isn't budging.

A discussion with regard to the EATRAN Board and issues involved ensued.

Dennis reiterated the fact that he felt we needed to keep our feet to the fire on this subject.

8. New Business:

Next meeting not determined for June as of yet.

9. Adjournment:

The meeting was adjourned at 3:06 p.m.